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qualities"? On page 33 a mistaken cause is suggested for the diminished importance of the California wheat crop. On page 223 a wrong explanation is given of the real difference between "woolen" and "worsted" goods. On the next page occurs the misleading statement that the use of cotton in the woolen mills indicates "the diminished importance of wool"!

The volume contains many interesting facts and some useful explanatory matter, but it is inadequate as a textbook. Perhaps its chief value would be for occasional quick reference, because of its thorough index.

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The British Coal Trade. By H. STANLEY JEVONS. (London: Kegan Paul, Trench, Trübner and Company, Ltd.; New York: E. P. Dutton and Company. 1915. Pp. xii, 876.)

In 1863 W. S. Jevons wrote his book on *The Coal Question*. Some fifty years later, his son, H. S. Jevons, has taken up this same subject in the present work entitled *The British Coal Trade*. The thesis of the father was that England's remarkable industrial development in the nineteenth century was in large measure the result of her abundant supplies of cheaply obtainable coal, and that the industries of Great Britain in a few generations would suffer real injury because of the scarcity of such coal. It was not complete exhaustion of Great Britain's coal that was feared, but rather the using up of the best deposits, which would eventually result in placing the industries of Great Britain at a disadvantage as compared with the industries of growing countries, such as the United States, for example. The son, with the aid of more recent statistics, also develops this same idea, and expresses the opinion that Englishmen, in the future, in carrying on commercial competition with other nations, must rely less upon exploiting the country's store of natural wealth, and more upon the advantages secured through the application of scientific skill and practical education.

The main interest of the son, however, is in the human side of the industry. He presents at considerable length a very sympathetic account of the miner's life and work, and of his trade union and political activities. Trade unionism, we are told, is very strong among the miners. The Miners' Federation of Great Britain, consisting of fifteen unions and two federations, has 670,-

000 members, and is growing rapidly. The federation acts for all the unions with respect to legislative and general trade matters, while wages and grievances are handled in each district by a conciliation board composed equally of representatives of the operators and of the miners, the former being chosen by the coal owners' associations, the latter by the miners' district unions. In spite of the elaborate machinery provided, the whole system broke down in 1912, mainly because of the inadequate earnings of certain groups of miners, who, for various reasons, were prevented from earning a full day's pay. The result was the national coal strike of 1912, when over 1,000,000 miners stopped work. The effect of the strike on industry was so severe that Parliament hastily passed a minimum wage act. This act established the principle for which the miners contended, a minimum below which wages should not fall. The actual minimum rates, however, were not specified in the act; these were to be determined by district boards. The strike of 1912 resulted, also, in welding the Miners' Federation into a much more compact body, so that today it is perhaps the strongest trade union in the country.

In placing an estimate on this book it should be borne in mind that it is not intended to be a scholarly treatise; there are practically no references to sources, and the author states that he has not been able to verify all his statements. It is admittedly a popular account, yet as such it has distinct limitations. It is altogether too detailed and too lengthy (there are 800 pages, not counting the appendix) for a popular narrative.

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NEW BOOKS

- ARIAS, G. *Porti italiani e porti del nord.* (Rome: Bodoni di G. Bolognesi. 1915. Pp. 12.)
- DICKS, A. J. *Trade and commerce. With some account of our coinage, weights and measures, banks and exchanges.* (London: Cambridge Univ. Press. 1916. Pp. 102. 1s. 6d.)
- DRESSLER, W. *Der europäische Schiffahrtsverkehr nach Australien.* (Munich: 1915. Pp. xi, 190. 5 M.)
- HESSE, A. and GROSSMAN, H. *Englands Handelskrieg und die chemische Industrie.* (Stuttgart: Enke. 1915. Pp. 304. 12 M.)
- LAITE, W. J., compiler. *Laite's commercial blue book for South Africa, 1915. A practical and comprehensive book of reference*